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FOUNDED 1866

January 20, 2006

215614



Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

Re: Finance Docket No. 34821 -- Norfolk Southern Railway Co. -- Trackage
Rights Exemption -- Meridian Speedway LLC -- Between Meridian, MS
and Shreveport, LA

Dear Mr. Secretary:

Attached for filing in the above-referenced proceeding are forty (41) letter statements from intermodal customers of our client, Norfolk Southern Railway Company ("NSR"), and of NSR's Joint Venture partner Kansas City Southern Railway Company ("KCSR"), expressing support for the transaction that is the subject of the Notices of Exemption in Finance Docket Nos. 34821, 34822 and 34823. These companies include international ocean shipping companies, motor carriers, intermodal consolidators, and intermodal drayage companies which ship and/or arrange the shipment of intermodal traffic that can move via the Meridian Speedway which is the subject of the transaction underlying these exemption proceedings.

Although some of these companies may have filed their support letters directly with the Board, a number have not, and we thought that for the Board's convenience it would be useful to lodge these letters in a single submission. If you have any questions, kindly direct them to the undersigned.

Sincerely,

G. Paul Moates
Terence M. Hynes
Paul A. Hemmersbaugh

Enclosures (41)

cc: Chairman W. Douglas Buttrey
Vice Chairman Francis P. Mulvey

215614



BEFORE THE
SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 34821

NORFOLK SOUTHERN RAILWAY COMPANY
--TRACKAGE RIGHTS EXEMPTION--
MERIDIAN SPEEDWAY LLC--
BETWEEN MERIDIAN, MS AND SHREVEPORT, LA

STATEMENTS FROM INTERMODAL CUSTOMERS

James A. Hixon
James A. Squires
George A. Aspatore
John M. Scheib
Norfolk Southern Corporation
Three Commercial Place
Norfolk, VA 23510
(757) 629-2657

G. Paul Moates
Terence M. Hynes
Paul A. Hemmersbaugh
Sidley Austin LLP
1501 K Street, N.W.
Washington, D.C. 20005
(202) 736-8000

Dated: January 20, 2006

Office of Public Policy
STB
Public Policy

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OF PROPOSED KCS/NS JOINT VENTURE**

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ABF FREIGHT SYSTEM, INC.*
P.O. Box 10048
Fort Smith, AR 72917-0048
479-785-8700

abf.com

January 16, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street NW
Washington DC 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

My company wishes to express our strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

ABF Freight System, Inc. is a nationwide LTL motor carrier serving all 50 states, nine Canadian provinces, Mexico, Guam and Puerto Rico. ABF employs 13,000 people, including 7,000 drivers, and is the largest subsidiary of Arkansas Best Corporation (Nasdaq: ABFS). We handle 23,000 shipments per day and move approximately \$16 billion of freight and household goods every year. In 2005, ABF shipped nearly 50,000 loads by rail.

To provide quality service to our customers, sufficient capacity must exist to our nation's infrastructure. Growing freight demands continue to make this a critical issue. We are pleased to see these two railroads collaborating in this valuable corridor.

Moving forward, this line will become a critical link between the ports in the southwest and the expanding southeast markets. The added capacity will provide needed service reliability, and the element of improved service standards makes this a keenly desirable transaction to ABF.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance capacity, and promote the growth of transportation efficiency in this corridor.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Vicary". The signature is fluid and cursive, with a long, sweeping underline.

Steve Vicary
Director - Intermodal Operations

ALLIANCEshippers inc.

January 9, 2006

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

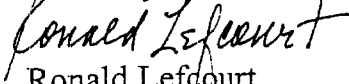
On behalf of Alliance Shippers, Inc., we strongly support the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

My company, Alliance Shippers, Inc., is in its twenty-eight year in business, and is an international transportation company using all forms of services provided by airlines, steamships, railroads and trucking companies. Last year we moved roughly 60,000 truckload shipments in conjunction with the Norfolk Southern Railroad. Our account base involves practically every form of commercial business, and our company is in a growth mode.

We support this joint venture because anything that can bring more capacity and service to our customers is what is necessary for interstate commerce in the United States to grow with the railroad industry and reduce whatever wear and tear to our highway systems that the trucking industry causes, also, the railroad industry is more fuel efficient than single trucks moving one load at a time.

In speaking for not only Alliance Shippers, Inc., but for all of our customers, this joint venture is a good thing.

Sincerely,


Ronald Lefcourt
President

cc: Michael R. McClellan



January 13, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: PROPOSED KANSAS CITY SOUTHERN/NORFOLK SOUTHERN JOINT VENTURE

Dear Mr. Williams,

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Northern Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

American President Lines, Ltd. is part of the NOL Group. As a Global Ocean Carrier of significant size, APL also purchases and provides intermodal transportation for its customers at volumes exceeding 450,000 rail shipments annually. Furthermore, many of the commodities we carry are time delivery sensitive such as e-goods, apparel and store merchandise.

To provide the quality rail service we need, the railroads must have sufficient capacity. In the face of growing freight demands, the need for adequate infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

All rail customers that ship over the line or that would like to ship over the line will benefit from this transaction. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely yours,

ROBERT GRIFFITH
Vice President, Network Logistics

APL Limited
1111 Broadway
Oakland, CA 94607-5500 USA
USA
www.apl.com



January 17, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

Re: PROPOSED KANSAS CITY SOUTHERN / NORFOLK SOUTHERN JOINT VENTURE

Dear Secretary Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Northern Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana to Meridian, Mississippi.

APL Logistics is part of the NOL Group. As a Global Logistics Provider of significant size, APL also purchases and provides intermodal transportation for its customers at volumes exceeding 140,000 rail shipments annually. Furthermore, many of the commodities we carry are time delivery-sensitive such as e-goods, apparel and store merchandise.

To provide the quality rail service we need, the railroads must have sufficient capacity. In the face of growing freight demands, the need for adequate infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

All rail customers that ship over the line or that would like to ship over the line will benefit from this transaction. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Michael P. Deegan", written over a horizontal line.

Michael P. Deegan
Operations Director

APL Logistics
700 Commerce Drive, Suite 450
Oak Brook, IL 60523-1568
USA
www.apl.com



Atlantic Container Line

194 Wood Avenue South • Suite 500 • Iselin, New Jersey 08830 • Tel.: 732-452-5400

Writer's Direct Number:

Phone: 732 452 5545

Fax: 732 452 5485

E-mail: bmcbride@aclcargo.com

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

My company strongly supports for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Atlantic Container Line has been providing intermodal service in the United States since 1967 and strongly believes in rail service as a key to our business process. ACL spends in excess of \$30,000,000 annually on transport services.

Consistent, reliable rail service is critical to us. We also know that railroads must invest in capacity to provide such service. In the face of growing freight demands, the need for that infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

The proposed transaction benefits all rail customers that ship over the line or that would like to ship over the line. In particular, it will help shippers of intermodal traffic like us. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

Atlantic Container Line AB
A Grimaldi Group Company

Atlantic Container Line

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,

A handwritten signature in dark ink, appearing to read "Brian McBride". The signature is fluid and cursive, with the first name "Brian" and last name "McBride" clearly distinguishable.

Brian McBride
Vice President, Corporate Logistics



14535 John Humphrey Dr. Suite 200 Orland Park, Illinois 60462

phone 708 226 9200 fax 708 480 9324

RICHARD P. HYLAND
President

January 12, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

Celtic International strongly supports for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Primary service offered to our customers is intermodal. We ship approximately 100,000 shipments annually. Our customers include Mattel, Honda, Ford Motor, Avon Cosmetics, Sharp Electronics and many more. We believe that this venture will benefit our many customers.

Consistent, reliable rail service is critical to us. We also know that railroads must invest in capacity to provide such service. In the face of growing freight demands, the need for that infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

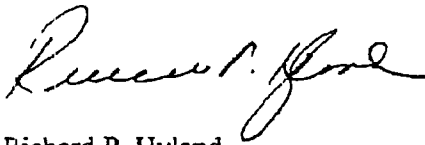
The proposed transaction benefits all rail customers that ship over the line or that would like to ship over the line. In particular, it will help shippers of intermodal traffic like us. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

In addition to the service benefits there are other reasons that this venture important. The impact on the ecology, wear and tear on our highway systems, fuel consumption and certainly safety are important to our country.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,

CELTIC INTERNATIONAL

A handwritten signature in dark ink, appearing to read "Richard P. Hyland", written in a cursive style.

Richard P. Hyland
President/CEO

**CHINA SHIPPING (NORTH AMERICA) HOLDING CO., LTD.***100 Plaza Drive, 1st Floor, Secaucus, NJ 07094 Tel: (201) 490-8888 Fax: (201) 490-8699*

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Jan. 13, 2006

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

China Shipping North America Holding Company is a general agent in USA for China Shipping Container Lines, a global ocean container carrier who moves over 300,000 international containers annually by rail in USA.

Kansas City Southern and Norfolk Southern have been working together for 12 years to provide intermodal service over this line. We view this transaction as the next logical step in their efforts to improve that service.

In our business, consistent, reliable rail service is critical. We also know that service of that kind requires investment by railroads to improve capacity. In the face of growing freight demands, the need for that infrastructure is critical. Creative solutions to infrastructure needs – like this transaction – are exactly what this country needs and what the government should promote.

The added infrastructure that will result will permit more traffic to be carried over the line. That capacity also should improve service reliability. This transaction demonstrates their commitment to improving rail service.

These benefits will be realized by all rail customers that ship over the line or that would like to ship over the line. However, intermodal traffic like ours will certainly benefit. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.



In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Sincerely,

William Weng
Director/Intermodal Services
China Shipping (N.A.) Holding Co., Ltd

H. ROBINSON WORLDWIDE, INC.



January 16, 2006

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Executive Offices
8100 Mitchell Road
Suite 200
Eden Prairie, MN
55344-2248
952.937.8500
fax 952.937.7897
www.chrobinson.com

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

My company strongly supports for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

C.H. Robinson Worldwide, Inc. is one of the nation's largest third-party transportation service providers and among the very largest purchasers of domestic trucking and intermodal services, with combined volume well in excess of two million shipments in 2005.

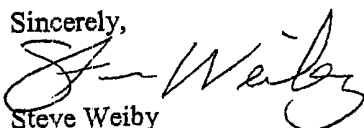
Consistent, reliable rail service is critical to us. We also know that railroads must invest in capacity to provide such service. In the face of growing freight demands, the need for that infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it and would encourage similar proposals in other congested rail lines.

We expect that the added infrastructure that will result, will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

The proposed transaction should benefit rail customers that ship over the line or that would like to ship over the line. In particular, it will help shippers of intermodal traffic like us. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more capacity on the rails to supplement our nation's highway infrastructure.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of an effective freight transportation infrastructure.

Sincerely,

A handwritten signature in dark ink, appearing to read "Steve Weiby", written in a cursive style.

Steve Weiby
Vice President Intermodal

cc: Mike McClellan, Norfolk Southern Corporation



Walter D. Whitt
President and Chief Executive Officer

CORPORATE OFFICES
9014 HERITAGE PKWY.
SUITE 300
WOODRIDGE, ILLINOIS 60517-4939
(630) 427-3001 • FAX (630) 739-1817
wwhitt@clippergroup.com

January 13, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20433

RE: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

My company strongly supports for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

The Clipper Group is one of the 10 largest IMCs that hauls general commodities and those requiring protective services.

Consistent, reliable rail service is critical to us. We also know that railroads must invest in capacity to provide such service. In the face of growing freight demands, the need for that infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

The proposed transaction benefits all rail customers that ship over the line or that would like to ship over the line. In particular, it will help shippers of intermodal traffic like us. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,

Walt Whitt
President and CEO

WW/dh

EVERYTHING YOU NEED TO GO THE DISTANCE



January 17, 2006

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

My company supports the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the rail line known as the Meridian Speedway between Shreveport, Louisiana and Meridian, Mississippi.

Cornerstone has been in business since April 1997. We currently have annual gross transportation revenues of over \$150,000,000. We provide intermodal and carload transportation between all cities in the USA, Canada and Mexico. We handle any commodities that the Railroads will allow. In 2005 we had 562 shipments that utilized the Meridian Speedway.

In our business consistent and reliable rail service is critical. We also know that service of that kind requires investment by railroads to improve capacity. In the face of growing intermodal freight demands, the need for that infrastructure is critical. Creative solutions to infrastructure needs, like this proposed joint venture, are exactly what this country needs and wants the government to promote.

The proposed transaction benefits all rail customers that use or can use the Meridian Speedway. In particular, it will help shippers of intermodal traffic like us. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes between the West and the East. This transaction is an important step that will lead to more freight on the rails that might otherwise be on the highways.

In summary, we support this transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,
CORNERSTONE SYSTEMS

Ronald C. MacDonald

Ronald C. MacDonald
Sr. V. P. Marketing

5101 Wheelis Drive, Suite 300 Memphis, TN 38117
(901) 842-0660 - Fax (901) 842-0672 - (800) 278-7677
A Tennessee Corporation

**COSCO Container Lines Americas, Inc.**

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

My company strongly supports for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Consistent, reliable rail service is critical to us. We also know that railroads must invest in capacity to provide such service. In the face of growing freight demands, the need for that infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

The proposed transaction benefits all rail customers that ship over the line or that would like to ship over the line. In particular, it will help shippers of intermodal traffic like us. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert P. Harden", written over a horizontal line.

Robert P. Harden
Vice President, Intermodal Business Division
Cosco Container Lines Americas, Inc.,

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

C.R. England is a privately owned trucking company in operation for more than 80 years. We operate one of the largest refrigerated fleets in the country, consisting of approximately 2700 trucks / 4000 trailers. Our Intermodal division currently uses the "Meridian Speedway" on a limited weekly basis to ship refrigerated perishable commodities on our privately owned 53ft trailers. We plan to double our Intermodal fleet size in 2006 and the Southeast is slated as one of our growth markets. Bottom line; our information concerning the Joint Venture proposal indicates a benefit to CRE and its customers moving forward.

Kansas City Southern and Norfolk Southern have been working together for 12 years to provide Intermodal service over this line. We view this transaction as the next logical step in their efforts to improve that service.

In our business, consistent, reliable rail service is critical. We also know that service of that kind requires investment by railroads to improve capacity. In the face of growing freight demands, the need for that infrastructure is critical. Creative solutions to infrastructure needs - like this transaction - are exactly what this country needs and what the government should promote.

The added infrastructure that will result will permit more traffic to be carried over the line. That capacity also should improve service reliability. This transaction demonstrates their commitment to improving rail service.

These benefits will be realized by all rail customers that ship over the line or that would like to ship over the line. However, Intermodal traffic like ours will certainly benefit. With Intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Sincerely,



James J. Burke
Director of Intermodal Logistics
C.R. England, Inc.



EVERGREEN AMERICA CORPORATION

One Evertrust Plaza • Jersey City, NJ 07302 • (201) 761-3000 • www.evergreen-america.com

January 5, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Evergreen America Corp. as Agents for Evergreen Marine Corp (Taiwan) Ltd., Lloyd Triestino, and HATSU Marine Ltd. are all international ocean container carriers serving this region via Intermodal service from both the US East and West Coast ports.

Currently, based on our 2005 movement records we project that approval of this joint venture could allow us to route almost 20,000 containers via this corridor from the US West Coast out or a to the year of 335,000 containers or 11% of these movements could be improved with the approval of this joint venture agreement.

To provide the quality rail service we need, the railroads must have sufficient capacity. In the face of growing freight demands, the need for adequate infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

All rail customers that ship over the line or that would like to ship over the line will benefit from this transaction. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,

Thomas Chen
President
Evergreen America Corp.

cc: Mike McClellan
Jeff Heller
Augie Eckhardt

As Agents For



EVERGREEN MARINE CORP. (Taiwan) LTD.



HATSU MARINE LIMITED



Lloyd Triestino di Navigazione S.P.A.



Exel
Carrier and Capacity Management
16801 Addison Road
Suite 425
Addison, Texas 75001
USA

Telephone +1 972 447 0075
Facsimile +1 972 447 0690

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street NW
Washington, DC 20423

January 11, 2006

Dear Secretary Williams:

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Exel Transportation Services, Inc. supports the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the rail line known as the Meridian Speedway from Shreveport, LA to Meridian, MS.

Exel Transportation Services is a transportation intermediary that conducts business throughout the United States and is affiliated with Exel, the world's largest third party logistics services provider. Exel Transportation Services is concerned with the transportation of goods in both domestic and international commerce with a significant emphasis on intermodal transportation. Exel Transportation Services has operations that provide service to companies ranging from some of the largest shippers in the country, to small to medium sized enterprises. Collectively Exel purchases approximately \$1.0 billion in surface transportation services in the United States.

Consistent, reliable rail service is critical to us. We also know that the railroads must continue to invest in their infrastructure in order to have the capacity to provide such service. As the demand for intermodal transportation continues to grow this need for added infrastructure becomes even more critical than it is today. We are optimistic, particularly given the inclusion of service standards as part of the transaction, that this added capacity will facilitate the consistent, reliable rail service that is so important in maintaining intermodal transportation as a viable transportation alternative.

The proposed benefits of this transaction should benefit all rail customers that use this line or who would like to use this line. In particular, we expect it to help intermodal shippers like Exel Transportation Services. In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin.

Yours sincerely

Paul T. Newbourn
Vice President
paul.newbourn@exel.com
Tel 214-445-5206
Fax 972-738-7052
Mobile 214-500-8396

<Type Legal Details here>

www.exel.com



HANJIN SHIPPING COMPANY, LTD.

80 EAST ROUTE 4, SUITE 490, PARAMUS, NJ 07652-2655 • TEL: (201)291-4600 • FAX: (201)291-9393

January 6, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Hanjin Shipping Co. Ltd, a member of the Hanjin Group, was born through a merger between Hanjin Container Lines (HJCL) and the most reputable and longest standing shipping company, Korea Shipping Corporation (KSC) established in 1950.

Over half a century, Hanjin Shipping has broadened and expanded its operation and service offerings to virtually all aspects of global maritime transport. Hanjin's strategic investments to establish main trunk routes and exclusive terminals as well as develop its infrastructure, has helped in establishing Hanjin as one of today's top global carriers.

Hanjin operates over 140 vessels that cover 70 major ports in 35 countries. The company also operates 9 dedicated terminal facilities and is represented in 53 countries by approximately 200 owned offices and third party agents. The company's modern fleet, along with its chartered vessels, consists of 73 container vessels and 63 bulk vessels.

We handle in excess of 675,000 intermodal shipments annually throughout North America and our annual intermodal spend is in excess of \$450 million.

Hanjin Shipping handles the intermodal movement of virtually every commodity imaginable including automotive parts, high value electronic goods, retail store merchandise and varied other commodities.

Kansas City Southern and Norfolk Southern have been working together for 12 years to provide intermodal service over this line. We view this transaction as the next logical step in their efforts to improve that service.

In our business, consistent, reliable rail service is critical. We also know that service of that kind requires investment by railroads to improve capacity. In the face of growing freight demands, the need for that infrastructure is critical. Creative solutions to infrastructure needs – like this transaction – are exactly what this country needs and what the government should promote.

The added infrastructure that will result will permit more traffic to be carried over the line. That capacity also should improve service reliability. This transaction demonstrates their commitment to improving rail service.

These benefits will be realized by all rail customers that ship over the line or that would like to ship over the line. However, intermodal traffic like ours will certainly benefit. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Sincerely,



Mike Radak
Senior Vice President, Operations -
The Americas
Hanjin Shipping Co.
80 East Route 4
Suite 490
Paramus, NJ 07652

John J. Nardi

January 5, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

RE: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I am writing to offer Hapag-Lloyd Container Lines strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Hapag-Lloyd Container Line is one of the leading suppliers in the global door-to-door container transport industry, offering customers complex logistics packages along the transport chain, as well as a comprehensive range of services.

Hapag-Lloyd Container Line, operates more than 260 sales offices in over 90 countries. Hapag-Lloyd operates a fleet of 57 containerships with a total capacity of 220,000 twenty foot equivalent units (TEU). The container capacity amounts to 532,000 TEU.

In 2004, Hapag-Lloyd Container Line transported 2.4 million TEU's worldwide. Hapag-Lloyd carried over 622,000 TEU on the Trans Pacific route, 617,000 TEU on the North Atlantic route, and holds a top position among international carriers as measured by transport capacity, volume, number of ports of call, and frequency of sailings.

To provide the quality rail service we need, the railroads must have sufficient capacity. In the face of growing freight demands, the need for adequate infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

All rail customers that ship over the line or that would like to ship over the line will benefit from this transaction. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

January 5, 2006

Page 2

Vernon A. Williams, Secretary, Surface Transportation Board, Washington, DC

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,

John J. Nardi
Senior Vice President Corporate Operations

JJN:epb

cc: Mr. Michael R. McLellan
Vice President
Intermodal and Automotive Marketing
NORFOLK SOUTHERN CORPORATION
Three Commercial Place
Norfolk, VA 23510-9208

T. Barattini – HLA Piscataway

Hub Group, Inc.



3050 Highland Parkway
Suite 100
Downers Grove, IL 60515

Telephone 630-271-3600 • Fax 630-964-6475
www.hubgroup.com

January 5, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Hub Group is a \$1.5 billion truckload transportation provider. Hub Group is one of the largest intermodal customers in the United States shipping over 600,000 containers in 2005 and contributing over \$1 billion dollars in revenue. Hub Group is the largest intermodal customer on the Norfolk Southern shipping in excess of 196,000 containers in 2005. Additionally, Hub is the second largest intermodal customer in the Meridian Speedway corridor shipping 25,000 loads in 2005. Hub Group ships a variety of commodities and our customers include Sears, Home Depot, Target, Wal-Mart, Kraft, Procter & Gamble, Unilever as well as thousands of shippers large and small.

Kansas City Southern and Norfolk Southern have been working together for 12 years to provide intermodal service over this line. We view this transaction as the next logical step in their efforts to improve that service.

In our business, consistent, reliable rail service is critical. We also know that service of that kind requires investment by railroads to improve capacity. In the face of growing freight demands, the need for that infrastructure is critical. Creative solutions to infrastructure needs – like this transaction – are exactly what this country needs and what the government should promote.

The added infrastructure that will result will permit more traffic to be carried over the line. That capacity also should improve service reliability. This transaction demonstrates their commitment to improving rail service.

These benefits will be realized by all rail customers that ship over the line or that would like to ship over the line. However, intermodal traffic like ours will certainly benefit. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Sincerely,

David P. Yeager
Vice Chairman
Chief Executive Officer



January 10, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

RE: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I am writing to express my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the "Meridian Speedway" from Shreveport, Louisiana to Meridian, Mississippi.

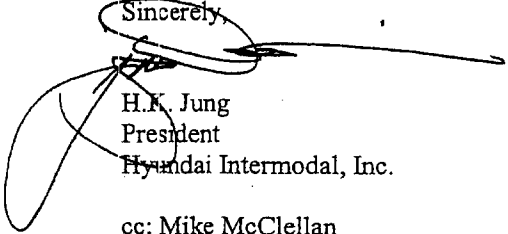
Hyundai Intermodal uses this line to move containerized ocean freight between West Coast ports and our customers and suppliers in the Gulf South and the Eastern U.S. Our volume shipped through this corridor has increased steadily since we first became a Norfolk Southern customer in 1999, reaching a record high 6,618 units in 2005. This line also served our interests, and national interests, in the final months of 2005 by providing a vital rail link between the Southwest and Southeast when coastal rail service was disrupted in the wake of Hurricane Katrina.

That kind of consistent, reliable rail service is critical to us, and we are pleased to see two railroads investing in infrastructure where the national system most needs it. We expect that the resulting added infrastructure will permit more traffic to be carried over the line which will, in turn, improve service reliability - indeed, we are encouraged that the parties have included service standards as an element of the transaction.

The proposed transaction benefits all current and potential rail customers that ship over the line. In particular, it will help shippers of intermodal traffic like us. With intermodal traffic growth projected to continue in the foreseeable future, we need more capacity on all rail routes from West to East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

In sum, we support the transaction and request that the Board approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,



H.K. Jung
President
Hyundai Intermodal, Inc.

cc: Mike McClellan
Kirk Douglas

△ HYUNDAI INTERMODAL, INC.

TWO HICKORY CENTER ■ 1750 VALLEY VIEW LANE, SUITE 300 ■ DALLAS, TEXAS 75234 ■ TEL: (972) 677-2500 FAX: (972) 677-2509



January 10, 2005

Mr. Vernon A. Williams
Surface Transportation Board
1925 K Street NW
Washington, DC 20423

RE: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana to Meridian, Mississippi.

Integra Logistics is an Intermodal Marketing Company that has been utilizing Norfolk Southern services for over three years. We ship trailers and containers on their network throughout the Eastern United States and through to the west coast with connecting railroads.

Kansas City Southern and Norfolk Southern have been working together for 12 years to provide intermodal service over this line. We view this transaction as the next logical step in their efforts to improve that service.

In our business, consistent, reliable rail service is critical. We also know that service of that kind requires investment by railroads to improve capacity. In the face of growing freight demands, the need for that infrastructure is critical. Creative solutions to infrastructure needs – like this transaction – are exactly what this country needs and what the government should promote.

The added infrastructure that will result will permit more traffic to be carried over the line. That capacity also should improve service reliability. This transaction demonstrates their commitment to improving rail service.

These benefits will be realized by all rail customers that ship over the line or that would like to ship over the line. However, intermodal traffic like ours will certainly benefit. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

In sum, we support the transaction and request that the Board expeditiously approve it so the infrastructure work can begin. We believe this is the best way to improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Sincerely,


Mitch J. Bennett
President

cc: Mike McClellan ✓



INTERDOM PARTNERS

"The Independent Stack Train Service"

11800 S. 75th Ave. • Suite 2N • Palos Heights, IL 60463 • (800) 935-0851 • Fax (800) 935-5385

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

January 12, 2006

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's full support to the proposed venture between the Kansas City Southern and the Norfolk Southern to bring very much needed improvements to the line known as the Meridian Speedway stretching between Shreveport, Louisiana to Meridian, Mississippi.

Interdom Partners has been in the intermodal business for nearly two decades, moving both international and domestic shipments. We handle a wide range of commodities throughout the United States and Canada. A primary concern of our company is the ability of today's rail infrastructure to handle the ever growing volumes and still maintain the high level of service that makes intermodal companies like Interdom competitive with the trucking industry. We are therefore very encouraged to see two major railroads working together to address these kinds of issues.

As we see it, the benefits to rail customers are many. The added infrastructure will facilitate the handling of increased volumes over this line. It calls for improvements in sidings that will eliminate delays and maintain the velocity of intermodal trains. It should also contribute to the throughput of major hubs in the Southeast such as Atlanta. With intermodal traffic growing exponentially every year, we must continue to develop capacity on all the major rail routes from the West to the East. We also applaud such improvements to the overall infrastructure and the significant benefit of reducing traffic on our nation's highways.

Considering all the benefits that would follow from this venture, we request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, operating efficiencies, and promote the growth of rail traffic.

Sincerely,

Richard K. Rudie
President
Interdom Partners

January 5, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

"K" Line America, Inc. is a wholly-owned subsidiary of Kawasaki Kisen Kaisha (known commonly as "K" Line), an integrated maritime transportation company that purchases over \$250 million annually in intermodal rail transportation product.

To provide the quality rail service we need, the railroads must have sufficient capacity. In the face of growing freight demands, the need for adequate infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

All rail customers that ship over the line or that would like to ship over the line will benefit from this transaction. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,

Toshio Suzuki
President and CEO
"K" Line America, Inc.

LANDSTAR



LOGISTICS

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

January 13, 2006

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Landstar Global Logistics provides international and domestic multimodal transportation (over-the-road, ocean, rail) expedited, warehousing and contract logistics services. Landstar Global Logistics uses intermodal service to transport wine & spirits, canned goods, electronics and other general commodities that move over this rail corridor.

To provide the quality rail service we need, the railroads must have sufficient capacity. In the face of growing freight demands, the need for adequate infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability -- indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,

Duane W. Vivatson
Vice President - Sales
Landstar Global Logistics
13410 Sutton Park Drive S.
Jacksonville, FL 32224

LANDSTAR



LOGISTICS

January 17, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

My Company is part of Landstar Global Logistics and the agency I am associated is a provider of expedited LTL substitute service for a grouping of various less than truckload carriers.

Kansas City Southern and Norfolk Southern have been working together for 12 years to provide Intermodal service over this line. We view this transaction as the next logical step in their efforts to improve that service.

In our business, consistent, reliable rail service is critical. We also know that service of that kind requires investment by railroads to improve capacity. In the face of growing freight demands, the need for that infrastructure is critical. Creative solutions to infrastructure needs – like this transaction – are exactly what this country needs and what the government should promote.

The added infrastructure that will result will permit more traffic to be carried over the line. That capacity also should improve service reliability. This transaction demonstrates their commitment to improving rail service.

These benefits will be realized by all rail customers that ship over the line or that would like to ship over the line. However, Intermodal traffic like ours will certainly benefit. With Intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an

important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Sincerely,

Richard R. Schneider
President
R & S Logistics
Sales Agent for Landstar Global Logistics

A. P. M O L L E R I N C

**MAERSK SEALAND**

January 13, 2006

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Maersk Inc. is the North American agent for parent A.P. Moller-Maersk Group's liner business trading under Maersk Sealand and Safmarine. Maersk Sealand is a leader in diversified transportation services. In the U.S.A. and Canada, we use own and contracted truck and rail services to provide Intermodal ramp and door products.

Kansas City Southern and Norfolk Southern have been working together for 12 years to provide intermodal service over this line. We view this transaction as the next logical step in their efforts to improve that service.

In our business, consistent, reliable rail service is critical. We also know that service of that kind requires investment by railroads to improve capacity. In the face of growing freight demands, the need for that infrastructure is critical. Creative solutions to infrastructure needs – like this transaction – are exactly what this country needs and what the government should promote.

The added infrastructure that will result will permit more traffic to be carried over the line. That capacity also should improve service reliability. This transaction demonstrates their commitment to improving rail service.

These benefits will be realized by all rail customers that ship over the line or that would like to ship over the line. However, intermodal traffic like ours will certainly benefit. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

Maersk Inc.
6000 Carnegie Boulevard, Charlotte, NC 28209-4637
Telephone: 704-571-2000.
Internet: <http://www.maersksealand.com>

**MAERSK SEALAND**

● Page 2

January 12, 2006

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Sincerely,

Glenn C. Eddy
Vice President, Intermodal

Cc: Mike McClellan, Vice President, Norfolk Southern
Mike Smith, Vice President, Kansas City Southern

01/13/06 FRI 11:07AM
JAN. 13. 2006 11:07AM

MOL AMERICA

NO. 0520 P. 2



MOL (America) Inc.
North America Headquarters
2300 Clayton Road, Suite 1500
Concord, CA 94520
Tel. 925-688-2604 / Fax. 925-688-2670
Email: Info@molamerica.com
Web: <http://www.molpower.com>

January 10, 2006

Vernon A. Williams
Secretary, Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer MOL America's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

MOL operates one of the largest and most diverse networks of liner and logistics services around the globe, including weekly Transpacific, Transatlantic, Americas and Asia-Europe services. MOL (America) Inc. is a wholly owned subsidiary of Mitsui O.S.K. Lines, Ltd. (MOL), one of the world's largest multi-modal shipping companies.

Kansas City Southern and Norfolk Southern have been working together for 12 years to provide intermodal service over this line. We view this transaction as the next logical step in their efforts to improve that service.

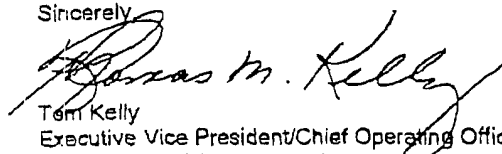
In our business, consistent, reliable rail service is critical. We also know that service of that kind requires investment by railroads to improve capacity. In the face of growing freight demands, the need for that infrastructure is critical. Creative solutions to infrastructure needs - like this transaction - are exactly what this country needs and what the government should promote.

The added infrastructure that will result will permit more traffic to be carried over the line. That capacity also should improve service reliability. This transaction demonstrates their commitment to improving rail service.

These benefits will be realized by all rail customers that ship over the line or that would like to ship over the line. However, intermodal traffic like ours will certainly benefit. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Sincerely,


Thomas M. Kelly
Executive Vice President/Chief Operating Officer
MOL (America) Incorporated

JAN 13 2006 16:04

PAGE. 01



300 LIGHTING WAY
SECAUCUS, NEW JERSEY 07094-1588

PETER I. KELLER
Executive Vice President and
Chief Operating Officer

TEL: (201) 330-3046
FAX: (201) 867-2518

January 5, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern / Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer NYK's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

NYK, headquartered in Tokyo, is one of the world's largest International Shipping Companies. One of our many businesses is the International Liner Container trades. We are a major container carrier to all Coasts of the U.S. and are one of the largest users of intermodal rail services, moving in excess of 300,000 container loads of freight on the U.S. rail system annually. As is the case with many other major shippers, we are very concerned about rail capacity and service as we project our business growth in the future.

Kansas City Southern and Norfolk Southern have been working together for 12 years to provide intermodal service over this line. We view this transaction as the next logical step in their efforts to improve capacity and service on this line, which represents a critical element of the U.S. rail infrastructure.

In our business, consistent, reliable rail service is critical. We also know that service of that kind requires investment by railroads to improve capacity. In the face of growing freight demands, the need for that infrastructure is critical. Creative solutions to infrastructure needs - like this transaction - are exactly what this country needs and what the government should promote.

We believe that benefits will be realized by all rail customers that ship over the line. Our Intermodal traffic will certainly benefit. With Intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes so that we can keep traffic off the already crowded highway system.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Sincerely,



Peter I. Keller

cc Mike McClellan, VP Intermodal, NS



We take it personally

January 12, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

OOCL (USA) Inc. strongly supports the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the rail line known as the Meridian Speedway, the rail track segment from Shreveport, Louisiana, to Meridian, Mississippi.

OOCL is an ocean carrier and transportation logistics company with its North American home office in San Ramon, California. OOCL transports over 400,000 container-loads of goods intermodally on U. S. freight railroads each year. Rail intermodal transportation, the movement of ocean-going containers by rail and truck, has been the fastest growing major segment of the U. S. freight railroad industry over the last ten years.

Kansas City Southern and Norfolk Southern have been working together for 12 years to provide intermodal service over the Meridian Speedway. We view this transaction as the next logical step in their efforts to improve rail service and increase rail capacity.

Consistent, reliable rail service is critical to the success of our business. This level of service requires investment by railroads to increase capacity. In the face of growing freight demands, the need for infrastructure expansion is critical. Creative solutions to infrastructure needs – like this transaction – are refreshing not only in measuring the resulting capacity increase and service improvement, but more importantly, the relatively short time to begin realizing the benefits.

Service quality benefits will be realized by all rail customers that ship over the line or that would like to ship over the line. However, intermodal traffic like ours will certainly benefit. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East.

OOCL supports this transaction and requests the Board expeditiously approve it so that the infrastructure work can begin. We believe this transaction is an excellent way to improve rail service.

Sincerely,

Michael R. Checchi
Director, Intermodal Operations
OOCL (USA) Inc.
2633 Camino Ramon, Suite 400
San Ramon, CA 94583

cc: TF Hau, Sr. Vice President, Logistics & Operations, OOCL

PAC-CON

PACIFIC CONTINENTAL SHIPPERS, LLC

January 13, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Pacific Continental Shippers, LLC is a three year old intermodal marketing company, based in Everett, WA. Our company ships various commodities throughout the United States, North American and Mexico. Our customer base consists of retail products, U.S. manufactured products, imported goods arriving into the West Coast ports as well as product shipping into and out of Mexico. With today's every changing marketplace and the challenges it faces, any improvements in the railroads infrastructure that will increase capacity and provide more rail reliability, is greatly needed and deserved by the shipping community, the public and consumers alike.

To provide the quality rail service we need, the railroads must have sufficient capacity. In the face of growing freight demands, the need for adequate infrastructure is critical. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. Added capacity that will improve service reliability is always needed in order to promote shipper confidence in our nation's railroad network.

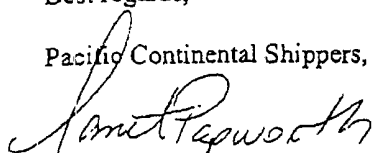
The proposed transaction benefits all rail customers that ship over the line or that would desires too. In particular, it will help shippers of intermodal traffic like us. With

intermodal traffic growth projected to continue in the foreseeable future, we must increase capacity on all the rail routes from the West to the East. This is an important step that will lead to increased volume on the rails that might otherwise be moving on the highways.

In closing, we support the transaction and request that the Board expeditiously approve this venture, so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Best regards,

Pacific Continental Shippers, LLC



Janet Papworth
Executive Vice President

Cc: Mike McClellan
Norfolk Southern - Vice President
Intermodal & Automotive Marketing

808 134th Street SW, Suite209
Everett, WA 98204-2300
Ph: 425-787-8399
Fax: 425-787-8411
www.pacconshippers.com



Global Logistics

January 5, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

PBB Global Logistics provides intermodal and highway transportation services to our customers. We move over 100,000 shipments annually in food products, building materials, raw materials and retail goods.

To provide the quality rail service we need, the railroads must have sufficient capacity. In the face of growing freight demands, the need for adequate infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

All rail customers that ship over the line or that would like to ship over the line will benefit from this transaction. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,

A handwritten signature in black ink, appearing to read 'DB Payne'.

Douglas B. Payne
President, North American Transportation

C.C. Michael R. McClellan, Norfolk Southern

Realizing new global opportunities for your business.

Corporate Office: 33 Walnut St., P.O. Box 40, Fort Erie, Ontario, Canada L2A 5M7 Telephone: (905) 871-6500 Facsimile: (905) 871-6066
U.S.A. Head Office: 670 Young St., Tonawanda P.O. Box 950, Buffalo, New York 14213-0950 Telephone: (716) 692-3100 Facsimile: (716) 692-3103
web site: www.nhh.com e-mail: info@nhh.com

Re:Trans

Re Transportation, Inc.

P.O. Box 171346
Memphis, Tennessee 38187-1346
Phone: (901) 271-8830
Fax: (901) 271-8840
www.re-trans.com

January 17, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

My company strongly supports for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi. Re Transportation is significant user of both the Norfolk Southern and the KCS intermodal services.

Consistent, reliable rail service is critical to us. We also know that railroads must invest in capacity to provide such service. In the face of growing freight demands, the need for that infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

The proposed transaction benefits all rail customers that ship over the line or that would like to ship over the line. In particular, it will help shippers of intermodal traffic like us. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,

A handwritten signature in dark ink, appearing to read "David Wedaman", with a long horizontal flourish extending to the right.

David Wedaman
CEO
Re Transportation



ROADWAY EXPRESS, INC.
1077 Gorge Boulevard Akron, Ohio 44310
(330) 258-6156 Fax: (330) 258-6082 www.roadway.com

D.L. "Jim" Banks
Vice President
Network Operations

January 16, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

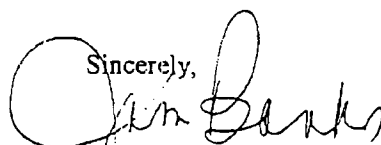
I write to offer my company's support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Roadway specializes in transportation solutions through a full-service network, advanced information technologies, and proactive local customer service. Roadway offers the industry's most reliable and flexible time-based services, Time-Critical™ Service and Time Advantage™ Service. Seamless transportation of industrial, commercial and retail goods throughout Canada, Mexico, and the U.S., including Alaska, Hawaii and Puerto Rico, average over 50,000 on any given day. An ISO 9001:2000 certified transportation provider, Roadway is approved for the C-TPAT, FAST and PIP programs for supply chain security.

To provide the quality rail service we need, the railroads must have sufficient capacity. In the face of growing freight demands, the need for adequate infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure.

All rail customers that ship over the line or that would like to ship over the line should benefit from this transaction. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,

Jim Banks
H:\uc77\word\banks\loc



ROCKWELL
TRANSPORTATION
SERVICES, INC.

Personalized service
for all your transportation needs

P.O. Box 803
Perkasie, PA 18944-0803

CUSTOMER SERVICE
800-839-4022

GENERAL OFFICE
800-220-8587

January 9, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

My company strongly supports for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Founded in 1981, Rockwell Transportation Services, Inc. is a leading transportation service provider. We service a wide range of customers, from paper products manufacturers to wholesalers of finished goods. Rockwell Transportation moves on average 750 Intermodal shipments per month and has for many years relied upon the service that both Kansas City Southern and Norfolk Southern supply.

Consistent, reliable rail service is critical to us. We also know that railroads must invest in capacity to provide such service. In the face of growing freight demands, the need for that infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

The proposed transaction benefits all rail customers that ship over the line or that would like to ship over the line. In particular, it will help shippers of intermodal traffic like us. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,

Christopher French
President, Rockwell Tra

cc:

Mike McLellan

Customer Service: 215-453-2960, fax 215-453-2965

9: 215-453-2930, fax 215-453-2965 ■ www.rockwelltrans.com

BROKERAGE/TRUCKLOAD ■ INTERMODAL/RAIL ■ FREIGHT FORWARDING/LTL ■ FREIGHT HANDLING TERMINAL

SCHNEIDER
NATIONAL

Customer Service/Corporate Business Center

January 17, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Schneider National is a major shipper in the Intermodal industry and a major customer for both of these railroads. We currently move traffic via this corridor serving the Southeastern markets to and from the Southwestern markets, including Mexico, and have been limited in our growth capabilities via rail due to the capacity constraints on this segment of railroad.

Kansas City Southern and Norfolk Southern have been working together for 12 years to provide intermodal service over this line. We view this transaction as the next logical step in their efforts to improve that service.

In our business, our customers expect the same consistent, reliable rail service as they do our highway service, and is critical to their overall supply chain. We also know that service of that kind requires investment by railroads to improve capacity. In the face of growing freight demands, the need for that infrastructure is critical. Creative solutions to infrastructure needs, like this transaction, are exactly what this country needs and what the government should promote.

The added infrastructure that will result, will permit more traffic to be carried over the line. That capacity also should improve service reliability. This transaction demonstrates each carriers commitment to improving rail service.

These benefits will be realized by all rail customers that ship over the line or that would like to ship over the line, however, Intermodal traffic like ours will certainly benefit. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

January 17, 2006
Vernon A. Williams
Surface Transportation Board
Page 2

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Sincerely,


Bill Matheson
Vice President & General Manager
Intermodal Services



January 17, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Swift Transportation Co., Inc., a holding company, operates as a truckload carrier in the United States. The company principally transports retail and discount department store merchandise, manufactured goods, paper products, nonperishable and perishable food, beverages and beverage containers, and building materials. It offers dry van, intermodal, refrigerated, flatbed, and heavy-haul offerings to its customers. Swift Transportation was founded in 1965 and is headquartered in Phoenix, Arizona.

Kansas City Southern and Norfolk Southern have been working together for some time to provide intermodal service over this line. We view this transaction as a significant step to improve that service.

In our business, consistent and reliable rail service is critical. We also know that service of that kind requires investment by railroads to improve capacity. In the face of growing freight demands, the need for that infrastructure is critical.

The added infrastructure will permit more traffic to be carried over the line. That capacity also should improve service reliability.

The benefits of improved service will be realized by all rail customers that ship over the line or that would like to ship over the line. However, intermodal traffic like ours will certainly benefit. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on rail routes from the West to the East.

In sum, we support the transaction and request that the Board approve it, so that the infrastructure work can begin. We believe that this will improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Sincerely,

Mark W. Young, EVP
Swift Transportation, Intermodal Division

Cc: Mike McClellan

2200 S. 75th Avenue • Phoenix, AZ 85043
(602) 269-9700 (800) 800-2200



TSL Logistics, Ltd.

January 17, 2006

Version A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.


TSL Logistics is the largest Intermodal drayage company in the Midwest region. We handle shipments throughout North America on all rail lines in North America.

To provide the quality rail service we need, the railroads must have sufficient capacity. In the face of growing freight demands, the need for adequate infrastructure is critical. We are please to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

All rail customers that ship over the line of that would like to ship over the line will benefit from this transaction. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability - indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and promote the growth of rail traffic.

Sincerely,


Tom Hastings
CEO and President

"We Bring the World Closer to Our Customers"

9902 South 148th Street
Omaha, Nebraska 68138
Phone: 402-895-8096 • Fax: 402-896-8534
www.4tsl.com



January 17, 2006

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

RE: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

United Arab Agencies, Inc. represents United Arab Shipping Company (UASC) as its General Agent in North America. UASC is the National Shipping Line of six Arab Gulf Countries and has had a continued presence of 30 years in the North American market. We have had a long association with Norfolk Southern. We move approximately 5,000 containers per annum by rail, a figure we expect to increase in the near term when a new service from the Indian Sub Continent is introduced in the summer. More details regarding UASC could be obtained by visiting our website – www.uasc.com.kw.

Kansas City Southern and Norfolk Southern have been working together for 12 years to provide intermodal services over this line. We view this transaction as the next logical step in their efforts to improve that service.

In our business, consistent, reliable rail service is critical. We also know that service of that kind requires investment by railroads to improve capacity. In the face of growing freight demands, the need for that infrastructure is critical. Creative solutions to infrastructure needs – like this transaction – are exactly what this country needs and what the government should promote.

The added infrastructure that will result will permit more traffic to be carried over the line. That capacity also should improve service reliability. This transaction demonstrates their commitment to improving rail service.

These benefits will be realized by all rail customers that ship over the line or that would like to ship over the line. However, intermodal traffic like ours will certainly benefit. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from

the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Sincerely,

Dr. Anil J. Vitarana
President



316 Pennsylvania Avenue, S.E.
Suite 300
Washington, DC 20003
202.675.4220 Tel

The Honorable Roger Nober
Chairman
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

Dear Chairman Nober:

As the largest corporate customer of the U.S. Class I Railroad industry, UPS applauds the recent announcement of the proposed Norfolk Southern-Kansas City Southern infrastructure improvement project to the Meridian Speedway.

This innovative financing solution to enhance intermodal capacity demonstrates the value of the intermodal sector of the industry. UPS commends this enlightened decision and strongly encourages other Class I railroads to make similar investments.

The benefits of the NS-KCS joint venture will not only be realized by intermodal customers, but throughout the entire supply chain. Improving rail infrastructure and providing critical new rail capacity is a key component to maintaining our nation's economic competitiveness.

The NS-KCS alliance is a prime example of what UPS, among other shippers, testified about at the Board's October 2005 hearing on the 25th anniversary of the Staggers Act. The NS-KCS project represents a creative financing approach to provide much needed relief to a capacity constrained rail network. This project validates UPS's contention that railroads need to find additional unique solutions to meet their customer's needs.

It is our hope that your fellow commissioners will move expeditiously to review and approve this request, and to find ways to encourage such beneficial strategic alliances in the future.

Sincerely,

A handwritten signature in black ink that reads "Thomas F. Jensen".

Thomas F. Jensen
Vice President

c: The Honorable W. Douglas Buttrey
The Honorable Francis P. Mulvey

Mike Cofer
Vice President & General Manager
U.S. Xpress Xpedited Rail Services

Vernon A. Williams
Secretary of the Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423
January 11, 2006

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I am writing your office to offer the strong endorsement of U.S. Xpress Enterprises, Inc. for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

U.S. Xpress Enterprises, Inc. is the fifth-largest publicly held truckload carrier in the United States. In 2004, the Company became only the sixth truckload carrier in history to surpass \$1 billion in annual revenue. Since launching our multi-modal transportation offerings in 2003, U.S. Xpress has established important partnerships with several rail lines – including Kansas City Southern and Norfolk Southern. These partnerships have allowed U.S. Xpress to grow our Xpedited Rail Services by more than 200 percent in the first two years of operation. In 2005, U.S. Xpress Xpedited Rail Services gated more than 65,000 trailers.

It is important to recognize that Kansas City Southern and Norfolk Southern have been working together for 12 years to provide intermodal service over this line. We view this transaction as the next logical step in their efforts to improve that service.

In our business, consistent, reliable rail service is critical. Multi-modal transportation is an important component in the future growth plans of U.S. Xpress. Capacity is a key issue for both the rail and the highway as we look at the growth demands of nation's economy over the next decade. We know that increased demand for service requires investment by railroads to improve capacity. The need for that infrastructure is critical. Creative solutions to infrastructure needs – like this transaction – are exactly what this country needs and what the government should promote.

The added infrastructure that will result will permit more traffic to be carried over the line. That capacity also should improve service reliability. This transaction demonstrates their commitment to improving rail service.

These benefits will be realized by all rail customers that ship over the line or that would like to ship over the line. However, intermodal traffic like ours will certainly benefit. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

U.S. Xpress supports the transaction and requests that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Sincerely,

Mike Cofer



P.O. Box 45308 • Omaha, NE 68145-0308
(402) 895-6640

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana to Meridian, Mississippi.

Value Added Services, a division of Werner Enterprises, is an intermodal provider working with all major railroads.

Kansas City Southern and Norfolk Southern have been working together for 12 years to provide intermodal service over this line. We view this transaction as the next logical step in their efforts to improve that service.

In our business, consistent, reliable rail service is critical. We also know that service of that kind requires investment by railroads to improve capacity. In the face of growing freight demands, the need for the infrastructure is critical. Creative solutions to infrastructure needs-like this transaction-are exactly what this country needs and what the government should promote.

The added infrastructure that will result will permit more traffic to be carried over the line. That capacity also should improve service reliability. This transaction demonstrates their commitment to improving rail service.

These benefits will be realized by all rail customers that ship over the line or that would like to ship over the line. However, intermodal traffic like ours will certainly benefit. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight traffic on the rails that might otherwise be on the highways.

In sum, we support that transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency, and capitalize on opportunities for rail transportation.

Sincerely,

Bob LeGrand
Associate VP of Intermodal
Werner Enterprises



January 11, 2006

Vernon A. Williams
Secretary Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

RE: Proposed Kansas City Southern / Norfolk Southern Joint Venture

Dear Mr. Williams:

My company strongly supports the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana to Meridian, Mississippi.

Yang Ming (America) Corp moved 15717 teus of all mixed freight last year through this area and we expect our volumes to grow in the years to come.

Consistent, reliable rail service is critical to us. We also know that railroads must invest in capacity to provide such service. In the face of growing freight demands, the need for that infrastructure is critical.

We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it. We expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability - indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

The proposed transaction benefits all rail customers that ship over the line or that would like to ship over the line. In particular, it will help shippers of intermodal traffic like us. With intermodal traffic growth projected to continue in the foreseeable future, we must have more capacity on all the rail routes from the West to the East. This transaction is an important step that will lead to more freight on the rails that might otherwise be on the highways.

YANG MING (AMERICA) CORP

525 Washington Blvd., 25th Floor, Jersey City, New Jersey 07310 TEL: 201-222-8899 FAX: 201-222-6699 <http://www.ymc.com.tw>

JAN 13 2006 15:24

PAGE.01

In summation, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency and promote the growth of rail traffic.

Sincerely,



Wen-Jin Lee

Senior Vice President-Intermodal & Equipment

cc: Mike McClellan
Jeff Heller
Augie Eckhardt ✓
Chris Leubbers
Ben Chang

YELLOW TRANSPORTATION, INC.

10990 ROE AVENUE
OVERLAND PARK, KANSAS 66211
(913) 344-3000

PATRICK F. LEMONS
SENIOR VICE PRESIDENT
OPERATIONS

January 13, 2006

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K. Street, N.W.
Washington, D.C. 20423

Re: Proposed Kansas City Southern/Norfolk Southern Joint Venture

Dear Mr. Williams:

I write to offer my company's strong support for the proposed joint venture between Kansas City Southern and Norfolk Southern to improve the line known as the Meridian Speedway from Shreveport, Louisiana, to Meridian, Mississippi.

Yellow Transportation utilizes the intermodal transportation of all of the Class I Railroads in the United States. High speed intermodal transportation is an integral part of our Linehaul Transportation within Yellow Transportation. In 2005, Yellow Transportation moved more than 175,000 units on the Class I United States Railroad network.

To provide the quality rail service we need, the railroads must have sufficient capacity. In the face of growing freight demands, the need for adequate infrastructure is critical. We are pleased to see two railroads work creatively to invest in rail infrastructure where the national system most needs it.

All rail customers that ship over the line or that would like to ship over the line will benefit from this transaction. WE expect that the added infrastructure that will result will permit more traffic to be carried over the line. In addition, the added capacity should improve service reliability – indeed we are encouraged that the parties have included service standards over the line as an element of the transaction.

Vernon A. Williams
January 13, 2006

Page two

In sum, we support the transaction and request that the Board expeditiously approve it so that the infrastructure work can begin. We believe that this is the best way to improve service, enhance efficiency and promote the growth of rail traffic.

Sincerely,



Patrick Lemons
Sr. Vice President Operations

PRL:dt